

What is the TOPP?

- Set of plans containing details for game day operations of the Ballpark.
- Plans set forth the responsibilities and the specific actions of:
 - Ballpark management,
 - District Department of Transportation
 - Metropolitan Police Department, and
 - and other parties responsible for the movement of vehicles and people in and around the Ballpark
- TOPP is based on planning and analyses performed to date
 - Ballpark Environmental Mitigation Study
 - Ballpark Transportation Management Plan
 - Discussions at Ballpark Task Force Meetings
- The TOPP is being developed for the 2008 season
 - Will be adjusted during the 2008 season
 - Will be updated each subsequent off-season

Overview – Schedule

- 81 home games per year
- Following table based on 2005 season

Game-day Scenario	Overall Schedule			When School is in Session			During April/May	
	<i>Number</i>	<i>Percentage</i>		<i>Number</i>	<i>Percentage</i>		<i>Number</i>	<i>Percentage</i>
Weeknight, 7:05 PM	45	56%		21	26%		10	12%
Sunday, 1:05 PM	12	15%		8	10%		2	2%
Saturday, 7:05 PM	11	13%		8	10%		3	4%
Weekday, 1:05 PM	5	6%		3	4%		2	2%
Other	8	10%		6	7%		4	5%
Total	81	100%		45	57%		21	25%

Overview – Predicted Mode Split at New Ballpark

- Demand Profile
 - Compiled from data from RFK, other Ballparks, WMATA and Nationals
 - Details contained in TMP
 - Forms basis for all analyses







Example: Sell-out on Weeknight, 7pm game

- Tickets Sold: 41,000
- Attendance: 37,750 people
- Transit: 19,600 people (52%)
 - 15,700 Navy Yard
 - 3,900 Other stations (mostly Capitol South)
- Charter Bus: 750 people
 - Around 25-40 people in 20-30 buses
- Taxi/Drop-Off: 400 people
- Walk/Bike: 3,400 people
 - 300 to 400 bicycles
- Auto: 13,600 people
 - 4,700 vehicles

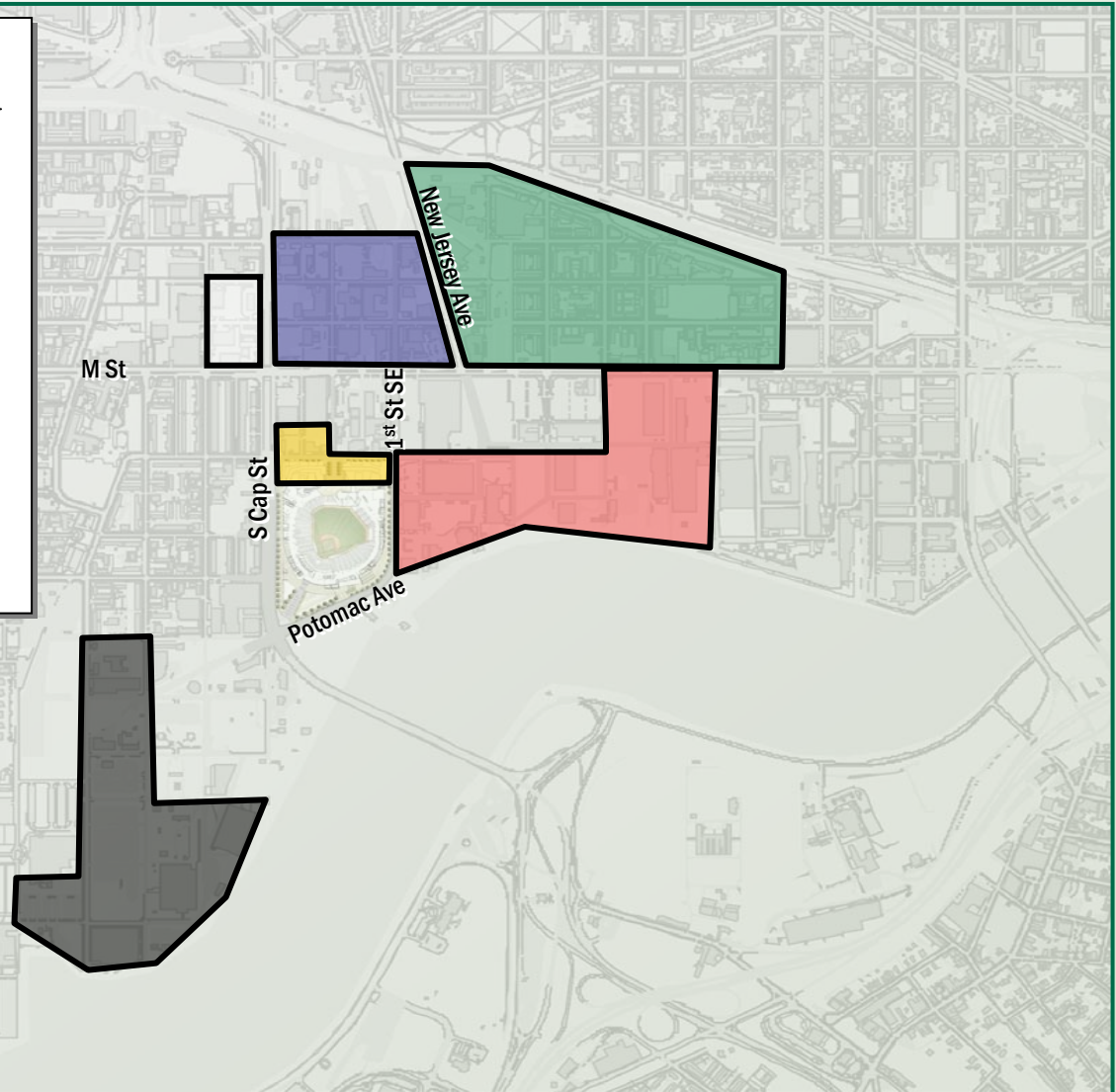
Parking

- Inventory of possible parking sites assembled
- Inventory 'passed-off' to Ownership group for implementation (coordinating with facility owner/operators and securing availability)
- Plan for remote parking lots with shuttles
- Limit on-street parking to non-ballpark use

Summary of Latest Parking Inventory

Parking Zone	Total Spaces	Likely to be Available
	1,275	1,275
	1,232*	886*
	2,154	1,710
	2,568	1,151
	185*	185*
	<u>1,831</u>	<u>0</u>
Total	9,245*	5,207*

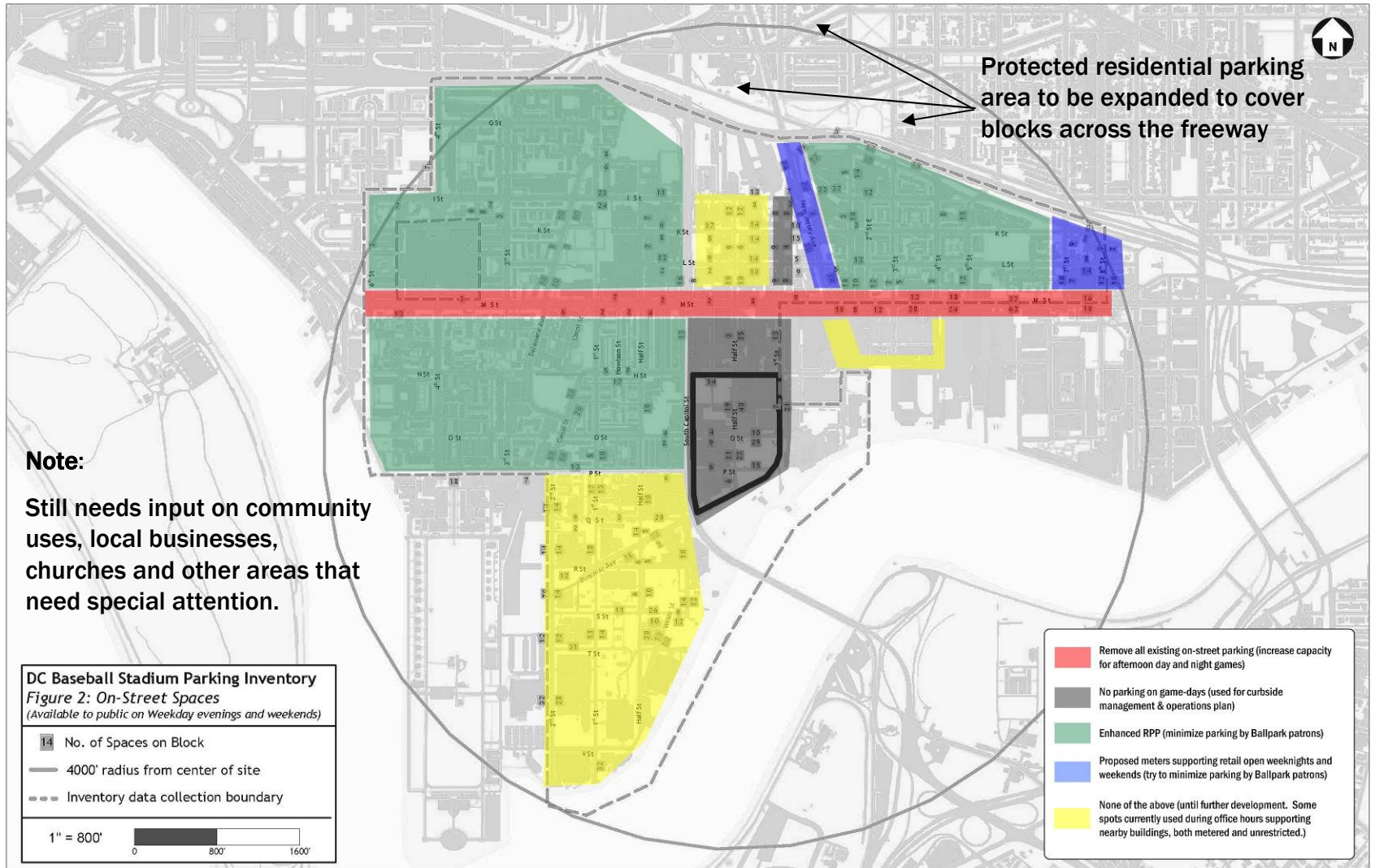
* - Does not include facilities with an unknown number of spaces



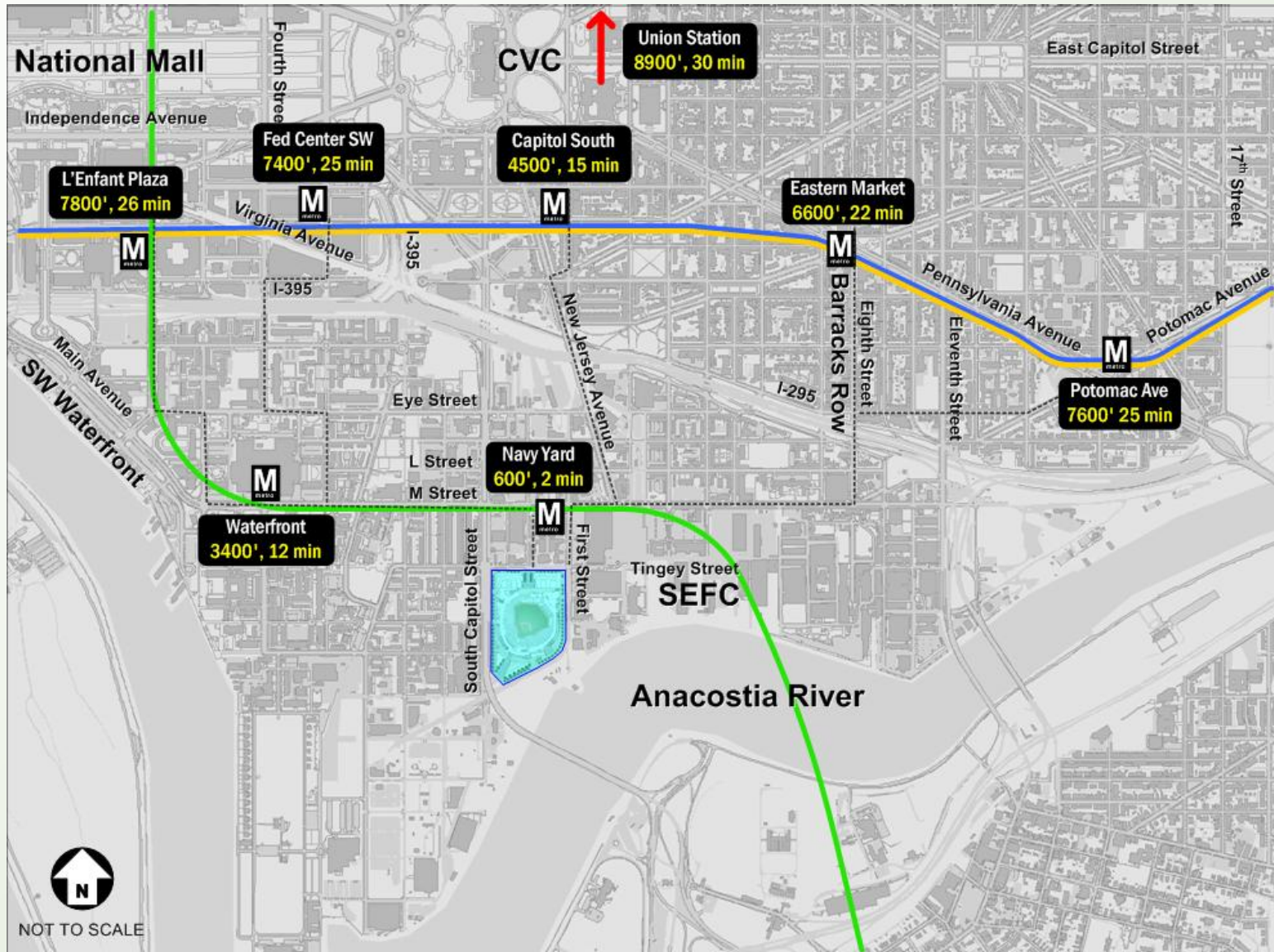
On-Street Parking Regulations

- **Protect Residential Areas**
 - Use same program currently in use around RFK
- **Protect Local Businesses**
 - Alter meters to discourage ballpark parking
- **Need to incorporate protection of Churches, Schools, Recreation Centers, and other community based institutions**
- **No on-street parking on M Street before/after games**
- **No parking on block surrounding ballpark, and on 1st Street SE north of M Street**
- **Alter parking regulations in other areas to discourage on-street parking (reduce circulation around the block)**

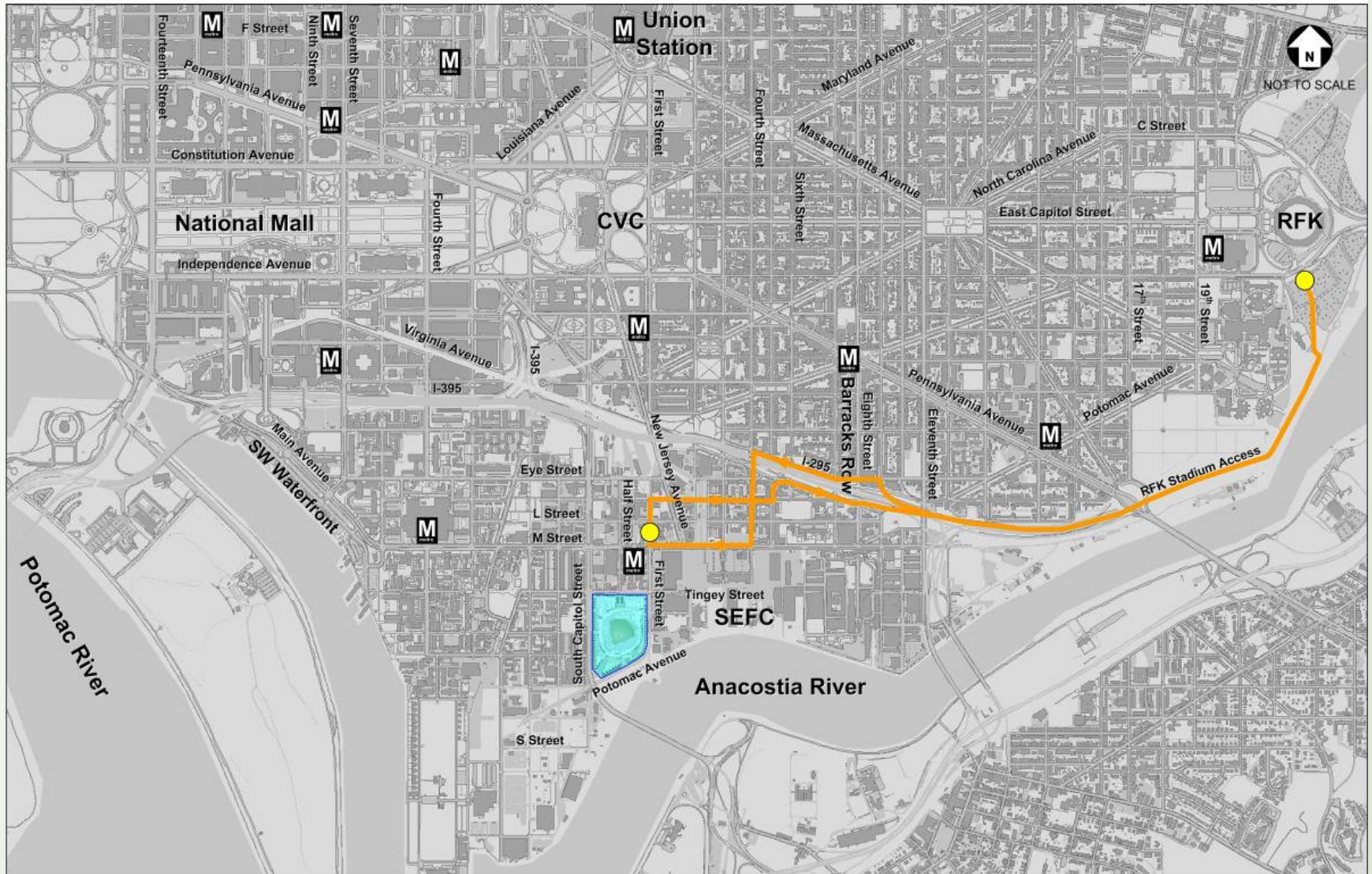
On-Street Parking Regulations



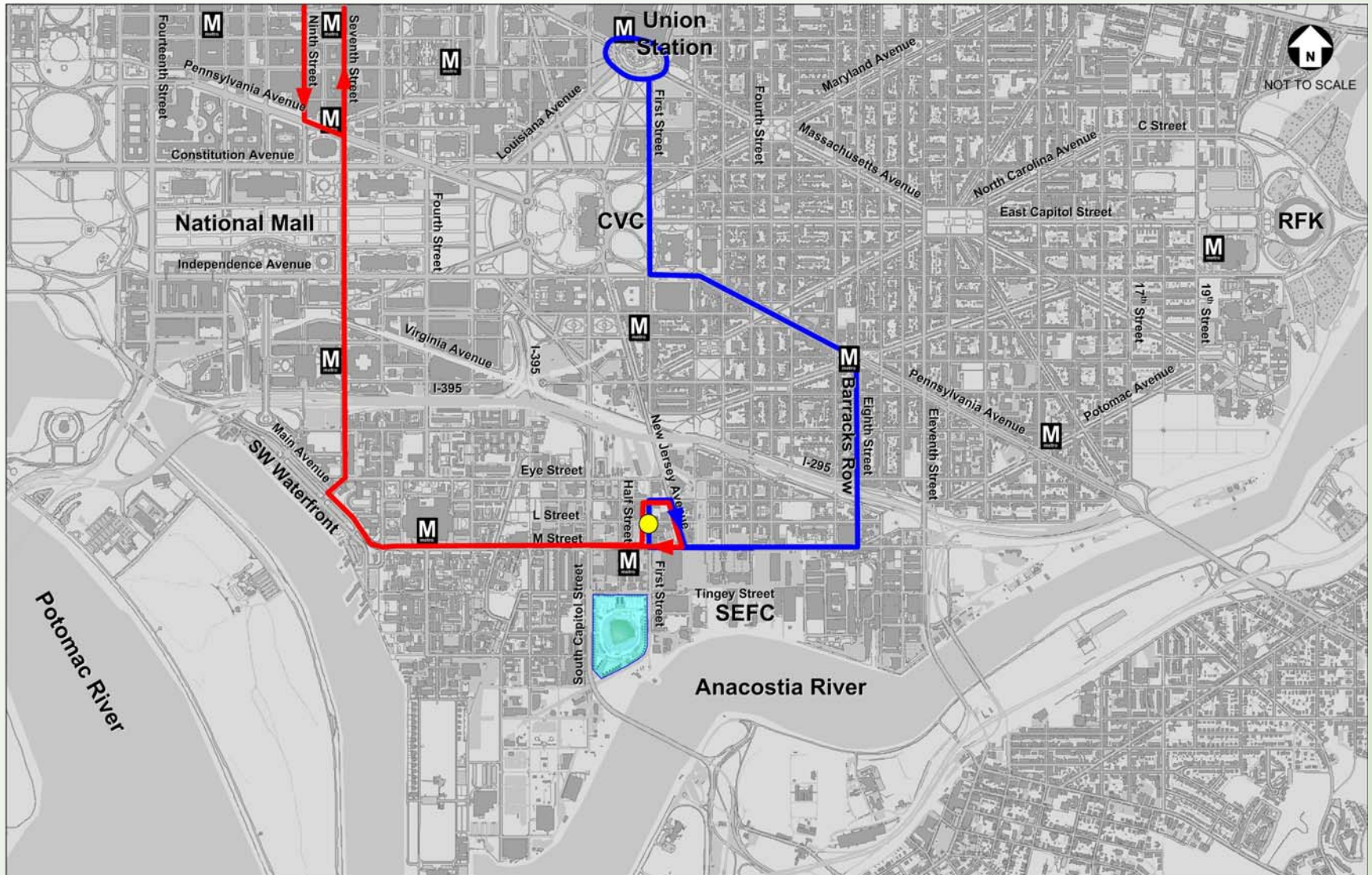
Current Metrorail Service



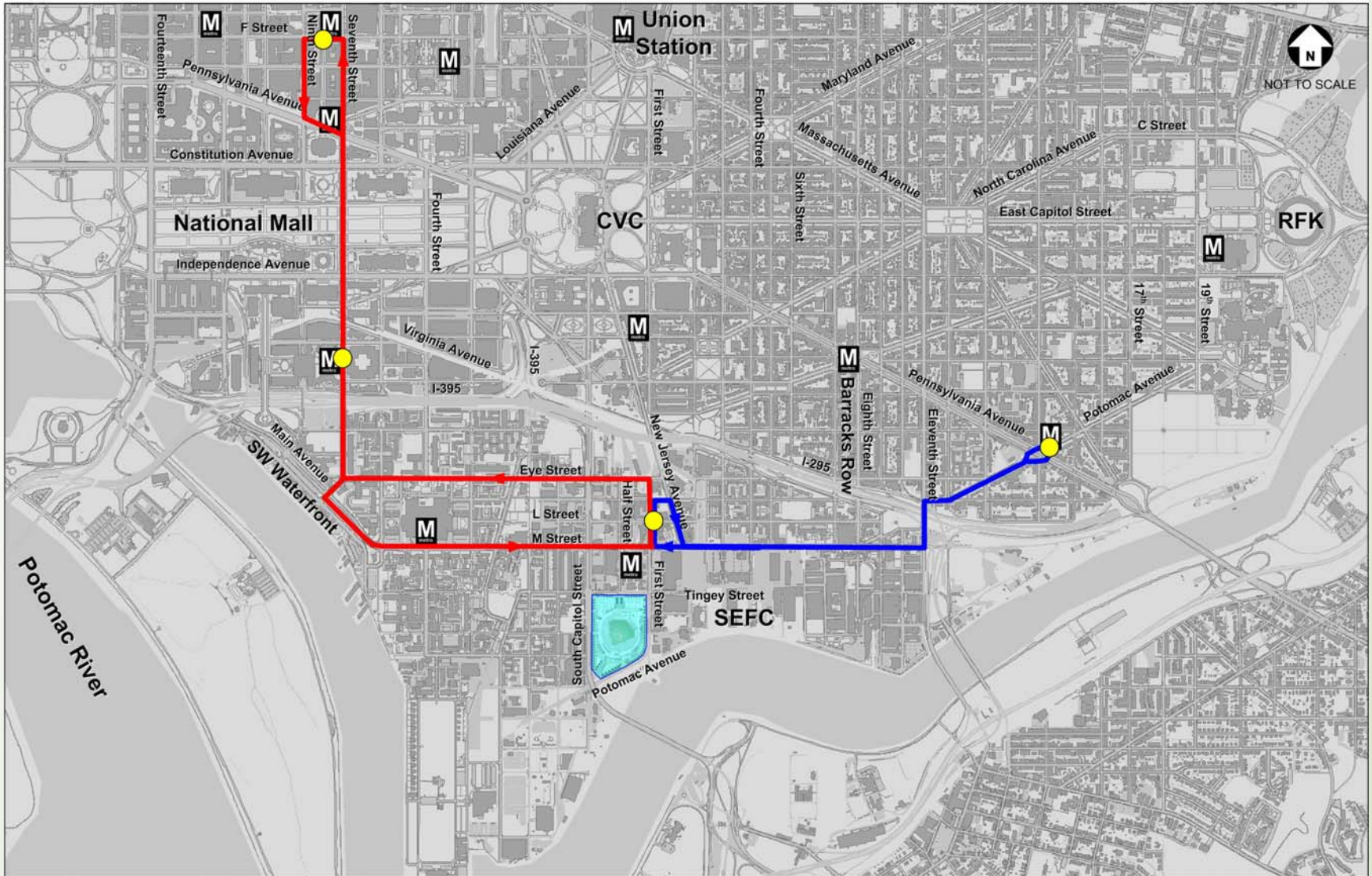
Possible Remote Parking Shuttles



Possible DC Circulator Expansion



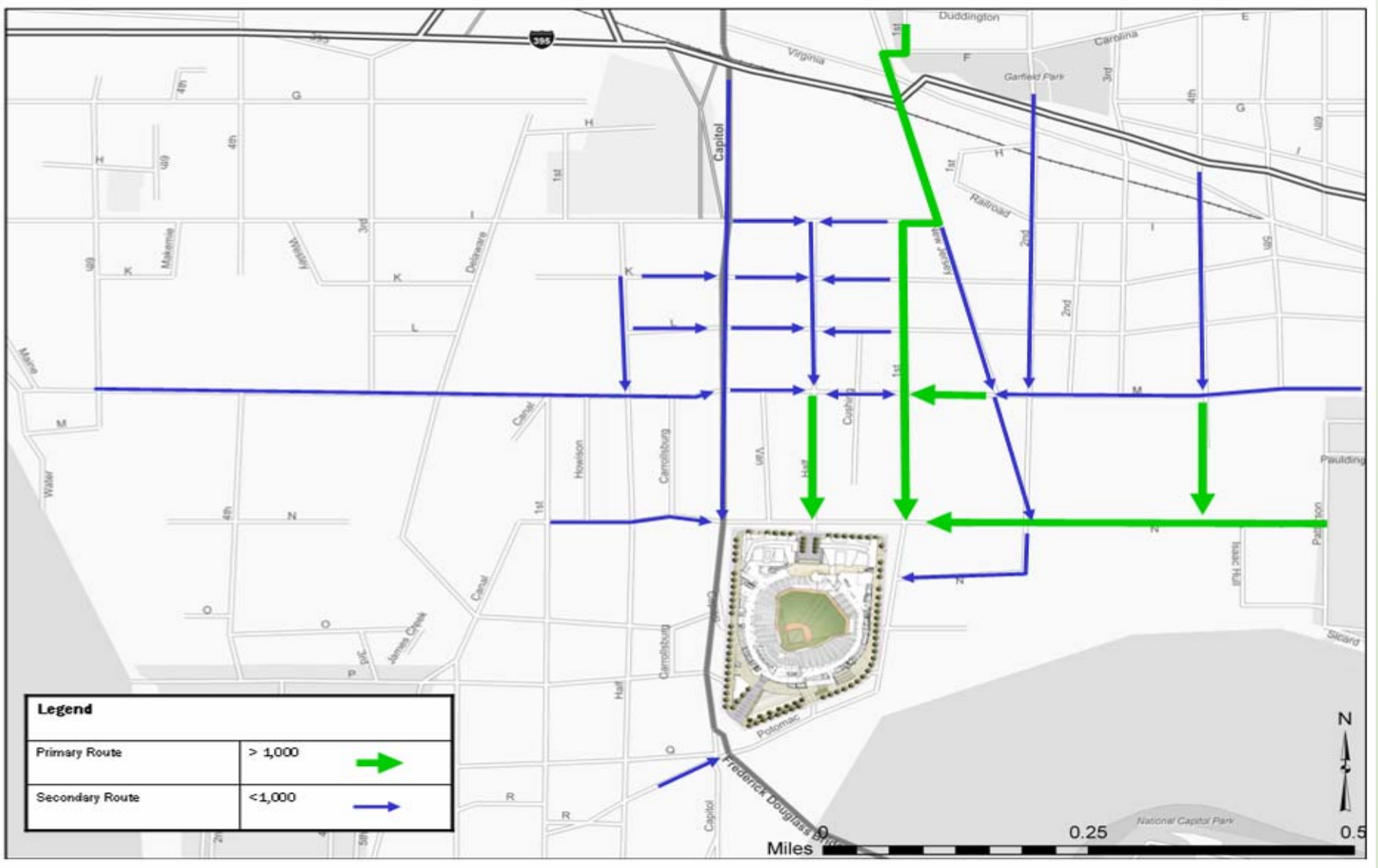
Possible Post-Game Shuttles to other Metrorail Stations



Pedestrian Operations

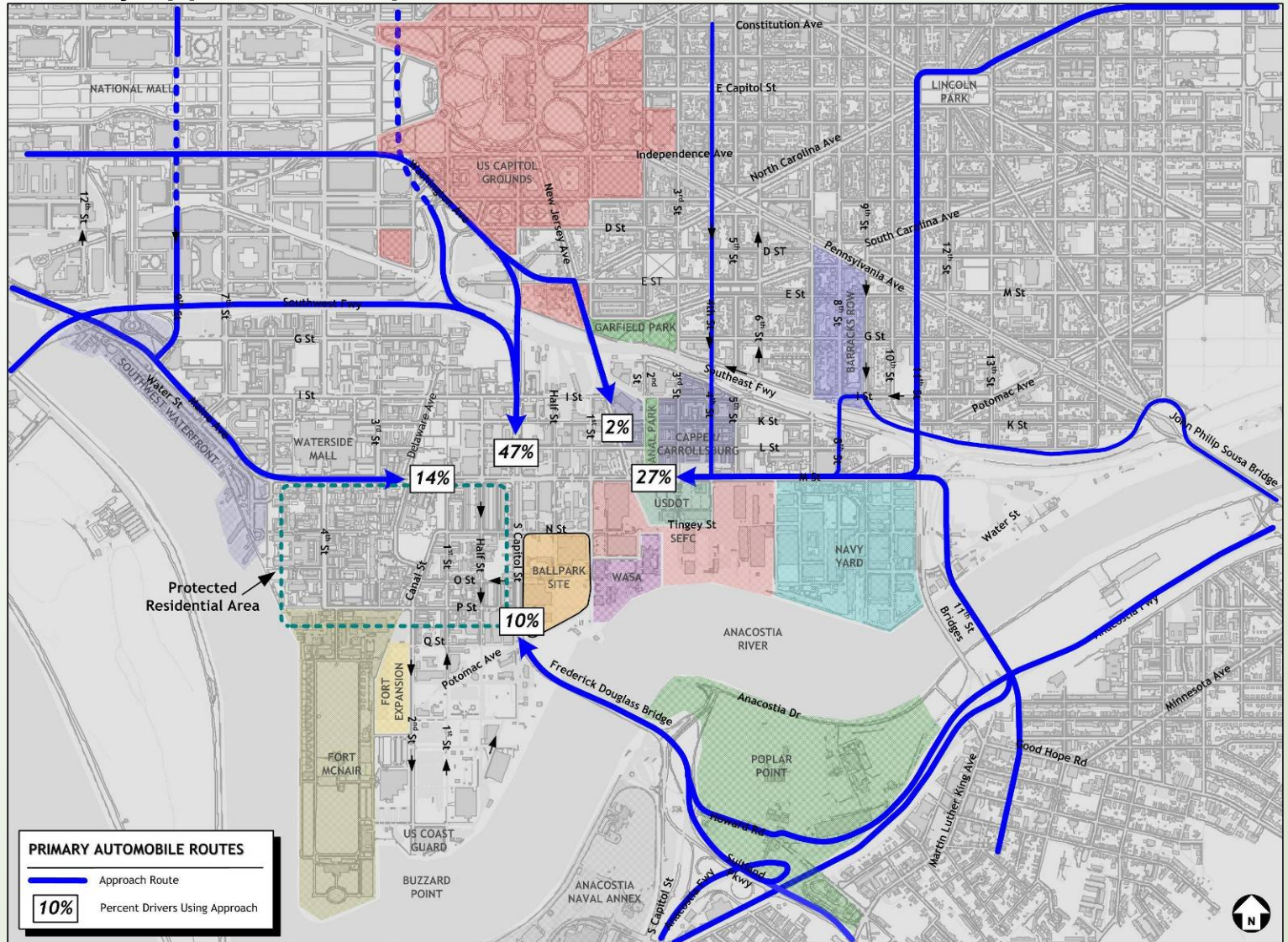
- **Place traffic control officers at key crossings**
- **Upgrade existing sidewalks**
- **Supplement sidewalk width surrounding Ballpark during highly attended games**
 - **Closure of Half Street between Metro Station and Ballpark**
 - **Closure of parking lane on 1st Street SE adjacent to Ballpark**
 - **Closure of one or more lanes on N Street SE adjacent to Ballpark**

Pedestrian Primary and Secondary Routes



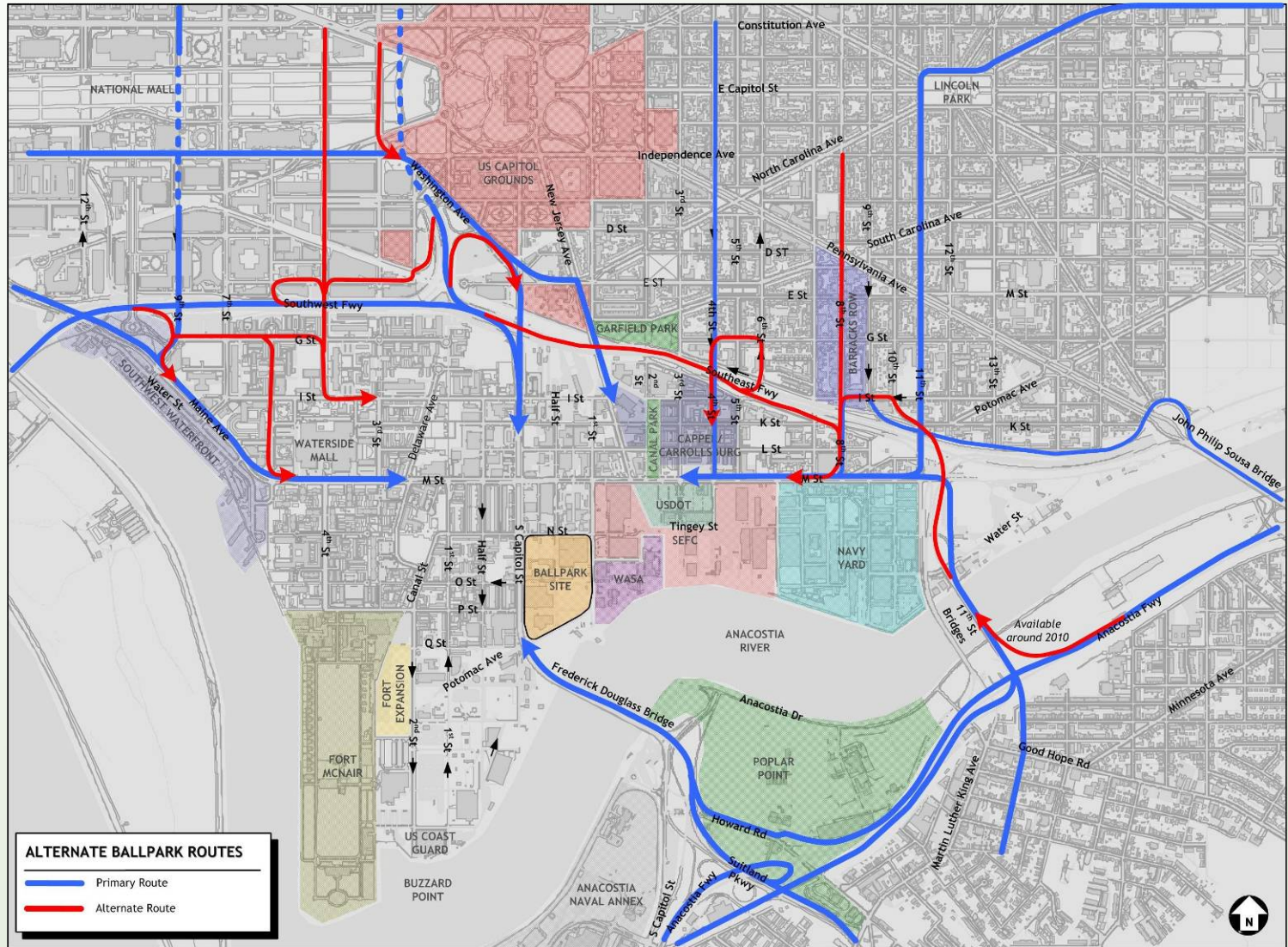
Traffic Routing

Percent patrons by approach via zip-codes



Traffic Routing

Alternate routes – goal is to divert drivers to other routes



Other

- Shuttle buses from remote parking and metro stations
- Charter buses
- Taxis and Limos
- Bicycles
- All other curb lane management requirements

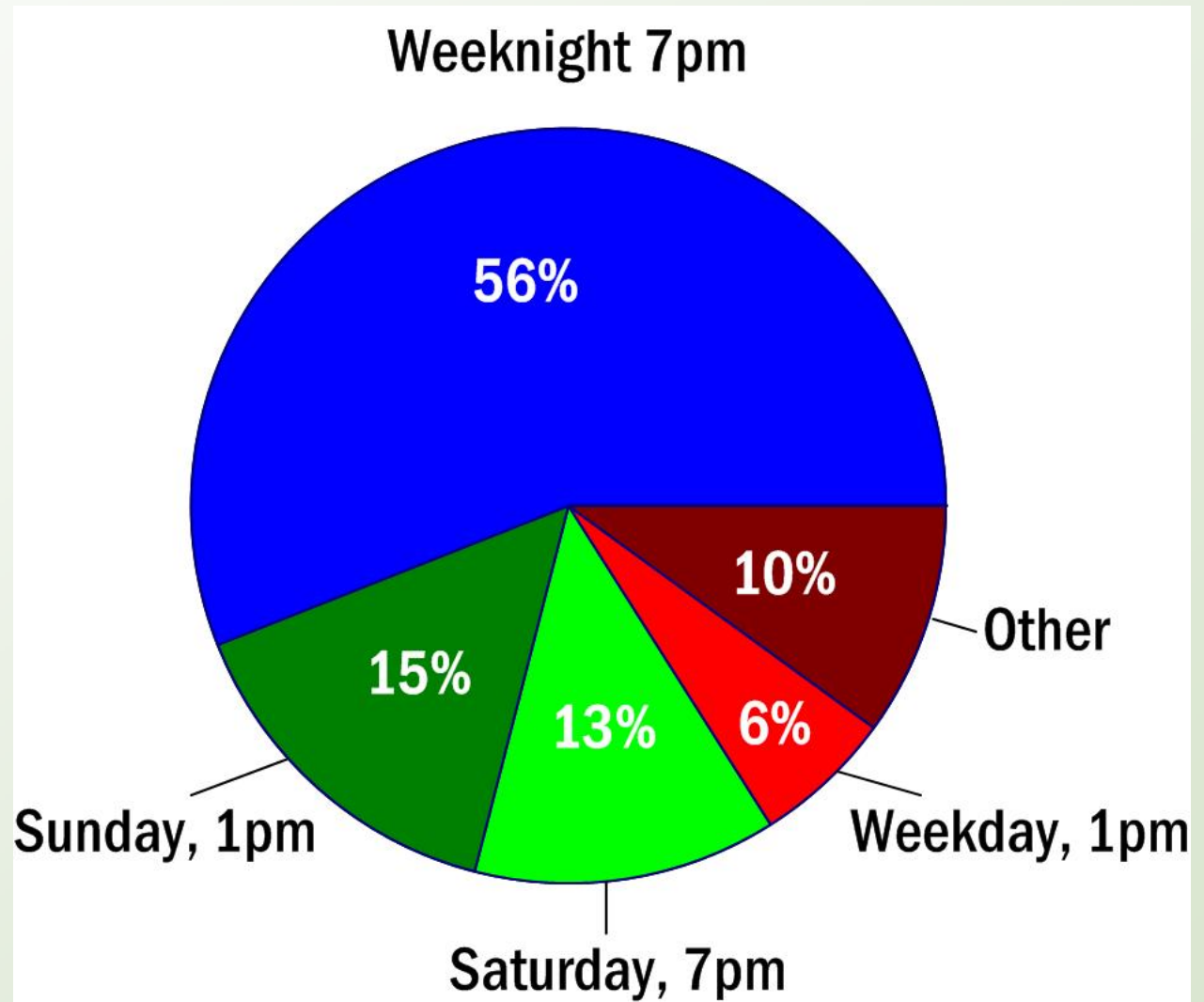
Information System

- **Nationals Information to Fans**
 - Mailings
 - Television and Radio
 - Newspaper
- **City Information to General Public**
- **DDOT Information to Motorists**
 - Signs and highway advisory radio
- **WMATA Information to Transit Riders**
 - Public information systems
- **Business Improvement Districts to Commuters**
 - E-mail to building owners and tenants

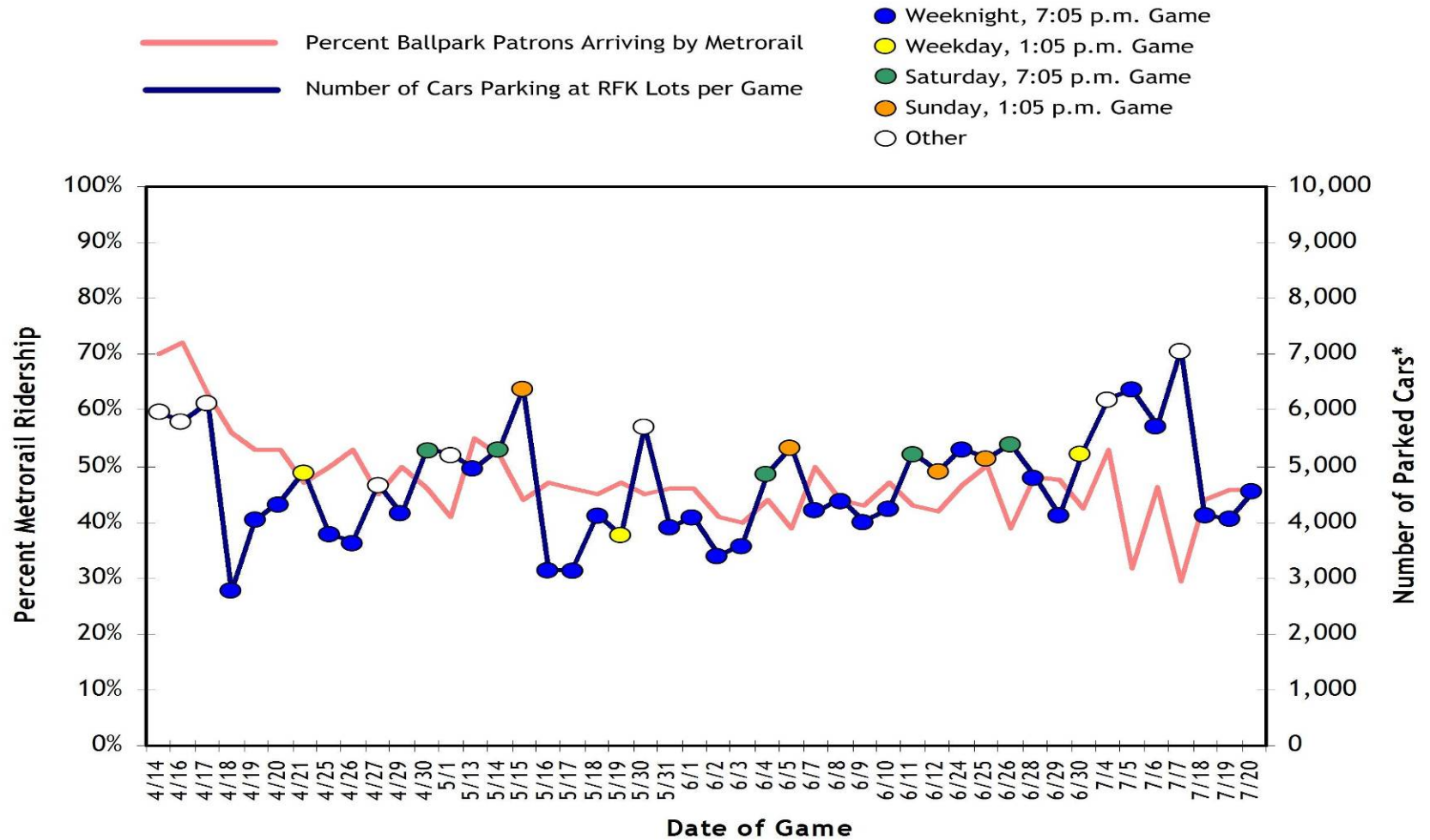
Additional Slides

Overview – Schedule

Based on 2005 season



Overview - 2005 Season Mode Split



Data provided by WMATA Staff and Washington Nationals

* - Includes employee & team vehicles

Overview - 2005 Season Mode Split

Time of Game	Mode Split of Arriving Ballpark Patrons		
	Metro-Rail	Auto	Other
Weeknight, 7pm	46%	46%	8%
Weekday, 1pm	44%	48%	8%
Saturday, 7pm	46%	44%	10%
Sunday, 1pm	40%	50%	10%

For Comparison: San Francisco, SBC Park

Time of Game	Mode Split of Arriving Ballpark Patrons		
	Transit	Auto	Other
Weeknight, 7pm	37%	50%	13%
Weekday, 12:30pm	41%	48%	11%
Weekend, 1pm	34%	58%	9%

Overview – Predicted Mode Split at New Ballpark

Scenario		Weeknight, 7:05 p.m.		Weekday, 1:05 p.m.		Saturday, 7:05 p.m.		Sunday, 1:05 p.m.	
		Average Game	Sell-Out	Average Game	Sell-Out	Average Game	Sell-Out	Average Game	Sell-Out
Average Vehicle Occupancy		2.7	2.9	2.9	3.1	2.9	3.1	3.0	3.2
Arrival Mode Split	Auto	40%	36%	42%	38%	43%	39%	48%	44%
	Bike/Walk	8.5%	9%	8.5%	9%	6%	6.5%	6%	6.5%
	Taxi/Limo/ Drop-Off	1%	1%	1%	1%	0.5%	0.5%	0.5%	0.5%
	Charter Bus	1.5%	2%	1.5%	2%	1.5%	2.5%	1.5%	2%
	Transit	49%	52%	47%	50%	49%	52%	44%	47%
Actual Attendance		27,000	37,720	27,000	36,900	32,400	37,720	32,400	37,720
Tickets Sold		30,000	41,000	30,000	41,000	36,000	41,000	36,000	41,000